

PRICE, \$24 PER ANNUM

PRICE, \$24 PER ANNUM

## Shipping

**Steamers.**  
DOUGLAS STEAMSHIP COMPANY,  
LIMITED.


FOR SWATOW.

The Co.'s Steamship  
*Thales*,  
Captain Pocock, will  
be despatched for the above  
Port on MONDAY, the 17th Instant,  
10 a.m.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.  
Hongkong, March 14, 1884.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

The Steamship  
*Araratoun Apar,*  
Capt. A. B. MACFARLANE.

A detailed line drawing of a steamship, likely the Araratoun Apar, shown from a side profile. It features a single funnel, a single smokestack, and a complex rig of masts and sails. The ship is depicted on a wavy line representing the sea.

above Ports on MONDAY, the 17th Inst. at 3 p.m.

For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co

Hongkong, March 13, 1884.

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INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND  
CALCUTTA.  
The Company's Charter  
Steamship  
(Harcourt,

he despatched for the above Port  
MONDAY, the 17th Instant, at 3  
instead of as previously advertised.  
For Freight or Passage, apply to  
JAMES MATHESON & CO.

JARDINE, MATHESON & CO.  
General Managers.  
Hongkong, March 13, 1884.

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INDO-CHINA STEAM NAVIGATION CO. LIMITED

COMPANY, LIMITED.  
FOR SHANGHAI.  
(Taking Cargo & Passengers at Wharves  
for CHEFOO, TIENSIN, NEW  
CHWANG, HANKOW and Ports

the YANGTZE.)  
The Co.'s Steamship  
Wingsang,  
Capt. Sr. Onoix, will  
be despatched as above  
MONDAY, the 17th instant, at 4 p.

For Freight or Passage, apply to  
**JARDINE, MATHESON &**  
*General Managers.*  
Hongkong, March 13, 1884.

OCEAN STEAMSHIP COMPANY  
FOR LONDON VIA SUEZ CANAL  
The Co.'s Steamers  
Laertes,

the 18th Instant.

For Freight or Passage, apply to  
**BUTTERFIELD & SW**

Hongkong, March 10, 1882.

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DOUGLAS STEAMSHIP COMPANY  
LIMITED.

FROM FOR SWATOW, AMOY & FOON  
The Co.'s Steam  
Nanoo,  
Captain PITMAN  
despatched for t

Ports on WEDNESDAY, the 10th  
Daylight.

For Freight or Passage, apply to  
**DOUGLAS LAPRAIK & Co.**  
*General Managers.*

Co.,  
442

Hongkong, March 14, 1884.

STEAM TO BOMBAY VIA S  
The P. & O. S.  
Steamship.

will leave for  
place on WEDNESDAY, 19th  
4 p.m.  
A. McIVER  
Superintendent

P. & O. S. N. Co.'s Office,  
Hongkong, March 12, 1884.

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THE CHINA & MANILA STEAMSHIP CO.

of the  
stored  
and no  
  
on to  
may be

Port on TUESDAY, 25th Inst.,  
For Freight or Passage, apply  
RUSSELL & Co.  
General Managers

449 Hongkong, March 13, 1884.

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AND Sailing Vessels

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FOR VICTORIA, BRITISH CO

The American Bark  
Narciso,  
Capt. Dobb, shortly  
will load here for  
Hankow and will have quick despatch



For Freight or Passage, apply  
ARNHOLD, KARBBER  
Hongkong, March 14, 1884.

**ROBT. SIM & Co.'s PATENT**  
**FOULING COMPOSITE**  
as supplied to  
Her Majesty's Ships; The P. & O.  
The Douglas Steamship Co.  
The Japanese Government

Sole Agent, China, Japan, &  
EDWARD GEORGE  
Hongkong, January 31, 1884.

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

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## HONGKONG AMATEUR ATHLETIC SOCIETY.

Saturday, March 15.

Favoured by fine weather, and admirably arranged, these sports, which took place this afternoon on the Cricket Ground, were carried through most successfully. For the convenience of the ladies, a marquee had been erected on the ground, and was filled to overflowing with the fair members of the community, children, babies and animals. His Excellency, the Governor and Lady Bowen, the Misses Bowen and most of the leading residents were present. The events came off with commendable promptitude, the long and tiresome intervals between the various races and other competitions being avoided. Half the enjoyment of the race meeting here is spoilt by the prolonged intervals which occur between the events. This afternoon, no sooner was one event over than the bell was rung for the next, resulting in the sports being thoroughly enjoyed, and relieved from tedium of any kind.

The two most interesting events of the afternoon were the Veterans' Race and the Tug of War. In the Veterans' Race, residents who are supposed to be past their racing days came out to compete for Mr. G. A. Caldwell's cup. Mr. W. Morgan, having a start of nearly half the distance to be run, was rather the favourite when the positions were taken. Our veteran "sport," who carried a stick in the race, presumably to prop himself up with, was anxious to be off, and had a preliminary canter all to himself during getting into the starting line. When it did come, Mr. Morgan flung his leg about in a wonderful way in his endeavours to keep to the front. But the gallant old man struggled in vain, for the cup fell to Mr. T. A. Le Mesurier, who exhibited unexpected activity in the legs. The trial-heat of the international tug of war fell to the Scotch team. The English and Irish teams were evenly matched, but the Scotch were the victors—a not very creditable circumstance to the Englishmen of the Colony, seeing the small number of Irish residents from whom the members of a team could be picked. But the English team, who apparently received little or no training for the work, they pulled anything but steadily or together, the result being that, a second or two after the struggle commenced, only about half of them were pulling at one time, the others having come to the ground. After the Irish victory the Scotch and German teams pulled each other. It was a better contest than the previous one, but the Scotch finally pulled their opponents over the line. In the final struggle the Scotch were victorious.

The Hand of the Buffs, under Bandmaster E. Quinn, discovered a very pleasant selection of music during the afternoon.

**Committee:**—Major Ward, R.E.; Major Howarth, The Buffs; Lieut. Bunsbury, The Buffs; Lieut. R. E. H. Fenn, Esq.; H. J. H. Tripp, Esq.; H. E. Wodehouse, Esq.; H. B. Lockhart, Esq.; B. O. Hodder, R.N.; J. Bell-Irving, Esq.; A. Vincent Smith, Esq.; F. A. Hazeldan, Esq.; M. O'Leary, Esq.; K. Leigh, Esq.; Dr. Pike, A.M.D.; and A. Denison, Esq.

**Honorary Secretary:**—E. Maclean, Esq.

**Stewards:**—H. Foss, Esq., and Lieut. Druit, R.E.

**Clerk of the Course:**—H. J. H. Tripp, Esq.

**Official Time Keeper:**—J. Bell-Irving, Esq.

**Judges:**—R. C. Hodder, R.N., and R. E. Leigh, Esq.

**Referee:**—Major Ward, R.E.

1.—100 YARDS FLAT RACE. TIAL HEATS.

First three in each heat to run in the final.

F. A. Hazeldan, H. St. D'Jarrett, C. E. Holworthy and R. C. Guinness, ran in the first heat. Holworthy came in first easily in 11 seconds. Jarrett and Hazeldan were second and third respectively. A. H. Jackson raced in first in the second heat with consummate ease, in 11 seconds. The other runners in this heat were G. A. Caldwell (second), H. E. Angier (third), H. Sampson, and J. Lankie.

2.—PUTTING THE SHOT.—(No follow-on heat, 7-foot run, 16-lb. shot.) Winners at previous meetings to be penalised 1 foot. Prize presented by the Club Germania.

H. G. Rice, A. Denison, and A. H. Jackson were the only competitors. Jackson, the winner last year, beat his rivals with extreme ease. His first throw measured 33 feet, 9 inches. Rice's best was only 26 feet. Jackson's throw this year was two feet better than his throw last year.

A. H. Jackson . . . . . 1  
H. G. Rice . . . . . 2

3.—LONG JUMP.—Winners at previous meetings to be penalised 6 inches. Prize presented by J. T. Chater, Esq.

W. Watson Pike and Lieut. Jarrett, the winners last year, were the sole competitors. After some splendid jumping, Pike won without the aid of the penalty of 6 inches which he was entitled to receive from Jarrett. Pike 20 feet, Jarrett 19 feet, 84 inches. Pike's jump is the best that has yet been made in the Colony.

W. Watson Pike . . . . . 1  
H. St. D'Jarrett . . . . . 2

4.—120 YARDS HURDLE RACE.—Winners at previous meetings to be penalised 5 yards for each win. Prize presented by the Hon. F. D. Sassoon.

This race was also run in heats, the entries being rather numerous to run in one lot. C. S. Barff, F. Grimble, Lieut. Jarrett, G. A. Caldwell and C. E. Holworthy, competed in the first heat, which fell to Barff first, Grimble second and Jarrett and Caldwell in dead heat for third place. E. J. Chapman and H. E. Angier came in second and third respectively, ahead of Lieuts. Plumbe and Sowdall, in the second heat.

In the final heat, Chapman, Barff and Grimble raced together the greater part of the distance. When near home, Chapman, whose style of jumping is exceedingly graceful, asserted himself and won the race by two lengths. Barff was second and Jarrett third. Grimble fell when near home. Jarrett, last year's winner, was penalised ten yards.

E. J. Chapman . . . . . 1  
C. S. Barff . . . . . 2  
Lieut. Jarrett . . . . . 3

5.—THROWING THE CRICKET BALL.—Winners at previous meetings to be penalised 5 yards. Prize presented by the Hongkong Cricket Club.

F. H. O. Wilson, C. S. Barff, A. H. Jackson (penalised five yards), and J. C. O. Hendry competed. Barff's first throw was roundly combed by the others, who had three tries to beat it. Barff afterwards threw again, and won the ball 1003 yards. Jackson's throw last year was 984 yards. Jackson threw 100 yards, 2 feet, Henry 99 yards, and Wilson 95 yards.

C. S. Barff . . . . . 1  
J. C. O. Hendry . . . . . 2

6.—VAULTING HORSE.—Prize presented by the Club Germania.

This proved a most interesting and stiff contest. The gentlemen who competed were Messrs F. W. Koch, J. Lankie, G. R. Lamont and J. G. Scholzer. The contest was won by Lamont, the longest and most like of the competitors.

G. R. Lamont . . . . . 1

7.—100 YARDS FLAT RACE.—Final heat. Prize presented by the Honourable F. B. Johnson.

The runners in the final heat were Jackson, Holworthy, Angier and Hazeldan. Jackson easily defeated his rivals, whom he could have left a long way in the rear if he had chosen to do so. Time, 10½ seconds. Holworthy was second, Angier was third and Hazeldan a good fourth.

A. H. Jackson . . . . . 1  
C. E. Holworthy . . . . . 2  
H. E. Angier . . . . . 3

8.—SOLDIERS' HALF MILE RACE.—Open to all non-commissioned officers and men of the Garrison and Navy. Post office. Prizes presented by H. J. H. Tripp, Esq. 1st prize, \$25; 2nd prize, \$10; 3rd prize, \$5.

About a dozen Corporals and Privates from the various military departments competed for the prizes in this event, the greater number of competitors coming from the Buffs. Gunner Whitty, who ran in very good style, led all the way, coming in first easily in 2min. 23½ sec.

Gunner Whitty . . . . . 1  
Corporal Kennedy . . . . . 2  
Drum. Tepp . . . . . 3

9.—QUARTER MILE FLAT RACE.—Winner at one previous meeting penalised 10 yards; at more than one, 20 yards. 1st prize presented by His Excellency the Governor; 2nd prize presented by the Committee.

The starters were C. E. Holworthy, W. Watson Pike and A. H. Jackson. Jackson was the greatest favourite, but Pike was also in high favour with many. Pike made the running, closely followed by Jackson. Holworthy saw he was out of the race before one hundred yards of the distance had been covered, and stopped running. Pike and Jackson continued the race at a furious pace, the former leading by about two yards and Jackson making great efforts to overtake him. This he did when half the distance had been covered, and a beautiful race ensued for the next 100 yards. Jackson was unable to obtain the advantage and stopped completely, 130 yards from home, and walked the rest of the distance. Pike won, but he nevertheless covered the distance in very good time viz., 56½ sec.

W. Watson Pike . . . . . 1  
A. H. Jackson . . . . . 2

10.—INTERNATIONAL TUG OF WAR.—Trial Heats. Byes must pull off with Scotch Tug.

Four teams, representing Germany, England, Scotland and Ireland respectively, came forward to do battle for their countries. It was decided that the Englishmen and Irishmen should pull first, and that the Germans should afterwards pull the Scotchmen.

The English team was composed of Messrs A. H. Jackson, T. R. Fisher, S. Hughes, Bowles, Harvey, R. K. Leigh, Dr. Cottell and Brooks.

The Irish team were Messrs R. C. Hodder, B. C. Guinness, Thompson, Keppeler, Wada, King-Harman, Koo, Cassman, and H. G. Rice.

The Irish team looked the stronger one of the two, both as regards weight and muscle, and as was soon proved after the first "go" was given. A very feeble resistance was offered by the Englishmen to the sons of Erin, who won the struggle without much ado in 44 seconds. Mr. Tripp coached the English team, and Dr. Pike performed a similar duty for the Irish team.

The Germans and Scotch again tried each other's mettle. It was known that the German team had been training hard for the event, and as its members were mostly big powerful men, it was thought the Scotch would be defeated. The Scotch team, however, were equal to the occasion, and after a brief struggle they pulled the rope the necessary distance over the line. Time 38 seconds.

The Scotch team were Major Cochrane (who was at the end of the rope), Messrs J. Robertson, J. Andrew, G. Stewart, W. Ross, Inspector J. Lindsay, E. Burns, and J. H. Stewart-Lockhart. Mr. W. Legge, coach.

The German team was composed of Messrs W. Schmidt, H. Miller, G. Kuitson, C. Brodeur, H. Boggs, R. Schultz, F. Schwarzkopf, and E. Brannan. Mr. J. H. Smith, coach.

11.—VETERAN'S FLAT RACE, 120 YARDS. (HANDICAP).—Open to all 35 years old and upwards. 1st prize presented by C. F. Chater, Esq.; 2nd prize presented by the Committee.

The starters and handicapping were as follows:—R. C. Hodder, scratch, Major Howarth, 6 yards; H. E. Wodehouse, 10 yards; Major Cochrane, 12 yards; T. Holmes, 15 yards; T. A. Le Mesurier, A.C.G., 20 yards; W. Legge, 25 yards; W. Morgan, 30 yards. Le Mesurier won as easy as possible in 18 seconds. Legge was a good second. Mr. Morgan came in last.

12.—300 YARDS FLAT RACE. (HANDICAP).—Prize presented by Hon. T. Jackson.

The competitors were:—G. A. Caldwell and H. E. Angier, five yards from scratch; R. C. Guinness, C. E. Holworthy and H. Sampson, ten yards; F. A. Hazeldan twelve yards; A. Denison fifteen yards, and A. Machado, twenty yards. Denison won by two or three yards. Holworthy fell and upset the field and afterwards claimed

that Denison had fouled him. Caldwell came in second. Time 34½ sec.

A. Denison . . . . . 1  
G. A. Caldwell . . . . . 2

13.—HURDLE JUMP.—Winners at previous meetings to be penalised 2 inches for first win, and one inch additional for each successive win. Prize presented by H. N. A. Y. Esq.

C. S. Barff and Lieut. St. D'Jarrett, who were penalised three inches, competed. Both men jumped 5 feet, 3 inches. Jarrett was unable to beat this and Barff was declared winner.

C. S. Barff . . . . . 1  
Lieut. H. St. D'Jarrett . . . . . 2

14.—ONE MILE FLAT RACE.—Winner of 1st prize at one meeting to be penalised 100 yards, at two meetings to be penalised 150 yards. Prize.—Garrison Cup. 1st and 2nd prizes.

W. Watson Pike, H. T. Arkell, C. H. Lamont and H. O. Evans and J. Shanks, were the starters. Pike, after running well in hand close to his opponents, shook them off easily towards the end of the race, and won in 6 min. 19½ sec. Evans was second, and Shanks third.

W. Watson Pike . . . . . 1  
H. O. Evans . . . . . 2

15.—BOYS' FLAT RACE, 200 YARDS. (HANDICAP).—For Boys under 15, open to European Schools, 1st, 2nd and 3rd prizes presented.

K. Arthur, who handicapped all the other starters, who numbered about thirty and were of all ages between 14 and 6, and of all sizes, took first prize. He ran well. A Costa was second, and J. Braga and L. Rose tied for third prize.

16.—CONSOLLATION, 120 YARDS FLAT RACE.—Open to all competitors who have not won a prize. Post Office.

G. A. Caldwell, C. E. Holworthy, F. A. Hazeldan, H. E. Angier and A. Machado ran for the consolation prize. Caldwell came in first, Holworthy second and Hazeldan third, with Angier closed up in fourth place. Time 33½ sec.

G. A. Caldwell . . . . . 1  
C. E. Holworthy . . . . . 2  
F. A. Hazeldan . . . . . 3

17.—OBSTACLE RACE, TWICE ROUND.—Entries up to the time of starting. Prize presented.

The obstacle race was won very pluckily by G. Grimble. Lieut. Sowdall was second. The other competitors were Messrs R. C. Guinness, H. Sampson, A. Denison, H. E. Angier, and E. J. Chapman.

18.—INTERNATIONAL TUG OF WAR.—Eight men a side. Nationally to be decided by that of the father. To be pulled over 15 feet. No spikes or nails allowed. No holes to be dug on the ground before starting. Prize, Ladies' Purse.

The final tug for victory between the Scotch and Irish proved a determined and desperate struggle. The Irish pulled vigorously at the start, and managed slowly and with difficulty to drag the Scots a few feet towards them. The Scotch then lay well back, and the rope was kept stationary for about half a minute. The long strain found out the weak spot in the Irish team, which gradually fell the ground it had gained and was finally beaten. The struggle lasted for 1 min. 46½ sec.

Immediately after the final heat, Miss Bowen presented the prize to the successful team, whom she complimented in becoming terms. Mr. Lockhart returned thanks for the trophy, and said his team was still too short to permit him to reply as suitably as he would have liked.

The prizes were presented by Lady Bowen.

## THE FRENCH MILITARY OPERATIONS IN TONKIN.

VISIT TO HAIDUONG; INTERVIEW WITH GENERAL NGRIER; ADVANCED POST NEAR BACHINH; BARRICADE WITH THE CHINESE; BACHINH.

(From our Special Correspondent.)

Haiphong, March 1st.

As I have only a few hours in Haiphong before returning to the French advanced post, about ten miles from Banchinh, I am only able at present to give you a few rough notes of what I have seen on my trip round since leaving Hanoi on the 25th Feb. We steamed thence to Haiduong, from which place, after interviewing General Ngrier, and obtaining all the information which was to be got at the time, we made a flying visit to Haiphong and returned to Haiduong again on the 28th.

Haiduong is just now one of the most important stations of the French troops in Tonkin, as it is there that is being mobilized the second brigade of the force which is to concentrate on Banchinh, under the command of General Ngrier, and as the object of this column is, if possible, to cut off the retreat of the Chinese from that place, by getting between the stronghold and the road to Langson, it is expected that the heat of the fighting will fall upon it, and hence it is that General Ngrier, whose reputation is pre-eminently that of a fighting man, has been selected for this difficult task.

Haiduong, which is the capital of the province of that name, has evidently been one of the wealthiest cities of the Delta. Besides its political importance it is situated in one of the richest agricultural districts in the Delta, of which it was recently the commercial centre, and a large trade was carried on in rice, drugs, silk and cotton goods, principally by Chinese merchants, a large number of whom were established in the town until a recent date. Now, however, the city presents a scene of dreary desolation; streets and roads which were formerly lined with fine brick houses, of two or more storeys, are now reduced to heaps of brick and stone, with a few bare

and desolate walls only remaining to show where well built stores and dwellings once stood. This wholesale destruction was effected by the hordes of Chinese and Annamites who sacked and burnt the town on the 17th November last, when the small French garrison, then in the citadel, would have been annihilated but for the timely arrival of the gunboat *Leopard*.

The citadel, where the troops are now quartered, is of large dimensions, rectangular in form and, as usual, surrounded with strong walls and a moat. I was shown the wing or corner which was held by about forty French soldiers, against tremendous odds, for a day and a night in the affair of November. Capital roads have now been made about the place by the military authorities, the debris of brick and stone scattered plentifully around being used. There is in the town a fine church or cathedral, built by the Spanish mission about four years since, and this building, together with the neighbouring premises inhabited by the priests and some of their proteges, appear to have been saved from the almost universal destruction of property in the city.

We were accorded an interview with General Ngrier immediately on our arrival. The General is a very intelligent and soldierlike looking man of about forty-two years of age. He bears a reputation for restless activity and wonderful powers for work, and though the youngest general officer in the French army, he has already won the confidence of both his superior officers and the men under his command. He has already gained distinction by his vigorous and decisive action during a serious crisis of affairs in the French colonies in North Africa, and is almost certain to come to the front if given an opportunity.

The General is almost an Englishman in his love for field sports, which has been acquired by him, during several visits across the Channel, at country houses in the old country. Referring to the mission now entrusted to him, a French officer aptly described him as "the right man in the right place," an uncomely which could scarcely have been passed on some of the former chiefs of the Tonquin expedition. The General's reception of *The Times* Correspondent and myself was business-like and to the purpose. In reply to our application for permission to follow the operation of the column under his command, he said that we had his full consent to go where we desired and see all that was to be seen, but that he could not offer us either transport, provisions or protection. This was at least candid, and certainly as much as we could expect, and was quite refreshing after the timid equivocations which had before been offered in response to applications to accompany the troops to the front.

The General's manager also led one to believe that, in granting his permission, though naturally unwilling to take any responsibility for our safety, he was not at all adverse to our presence and would probably extend to us a better welcome than his words intimated. He advised us to apply to the Civil Resident at Haiduong, M. Roche, for a written permit or passport for "himself would countersign. This we obtained on our second visit to Haiduong. We had a long conversation with the General's Aide-de-camp, Captain de Fortoul, a smart officer and most agreeable conversationalist, who adds to his professional acquirements a remarkably good knowledge of the English language. He referred in a very friendly way to the traditions of the English press on French enterprise in the Far East, which he believed, in company with most of his countrymen, were to a great extent to be ascribed to national pride or jealousy. This opinion was, of course, easily and easily endorsed and endorsed to show him that the adverse criticisms of the press were due more to the manner in which the expedition had hitherto been conducted than to the policy of French colonization. We afterwards paid a visit to the *parais* in charge of the Spanish Catholic Mission at Haiduong, a gentleman of refined and intellectual appearance, and probably the best informed European in Tonkin as to the numbers and disposition of the garrison of Banchinh. "He was until quite recently within a mile or two of the fortress, stationed at a village called Rui-chai, but he was obliged to leave his station owing to the unsettled state of the country. We had some difficulty in conversing, as the *patois* spoke French only a little, and we were not up to Spanish or Tonquinese, but we gathered from his remarks that the reported number of Chinese in Banchinh, viz., thirty thousand, was not an exaggeration, as they had been arriving there in large numbers for some months past. He also told us that the direct road from Haiduong to Banchinh, which was formerly one of the best in the country, has been allowed to get into a very bad condition for want of repair and was consequently almost impassable for European troops.

Troops have been pouring into Haiduong during the last week or two as fast as the transport service would allow, and on the 29th, the date of our departure, there were probably fully four thousand French troops quartered there. Besides this, we found that a force of nearly one thousand men, consisting of a battalion of the Foreign Legion, a detachment of Annamite ralleurs and a battery of four-pounders, had already advanced up the Song-cau towards Banchinh, and were established in a strong position about three miles above the embouchure of the *Canal des Rapides* or Banchinh Canal. General Ngrier had re-

cently been up to inspect this advanced post.

This was important information and was at once decided to work our way up the river to this place, if possible. We started on the morning of the 29th and found French posts established at short distances for some two miles from Haiduong, with the gunboat *Lyne* anchored between them.

About half way between Haiduong and the junction of the *Canal des Rapides*, a little removed from the banks of the Thai-binh, is the Spanish mission station of Kemot, one of the most important Christian centres in the province, and shortly after passing that we found abundant signs that we were approaching the enemy's advanced posts. Scattered about all over the country to the east of the river we described bands of Annamites armed with spears and carrying flags of many colours. These men were either pirates filibustering on their own account or scouts thrown out by the Chinese to collect information and provisions. Upon catching sight of our launch, numbers of them made off as fast as their legs would carry them to some point further inland from the river bank. As we advanced, traces of the depredations committed by these guerrilla bands became more and more evident. The villages were in flames all over the country on the eastern side of the river, and crowds of the unfortunate inhabitants had fled with their lives, and in some instances with a few of their household chattels, were collected on the bank imploring assistance and protection. At some points a few sampans were busily employed transporting the burnt-out *meubles* to the western side of the stream, which appeared for the time to be free from the work of havoc being carried on to the east. Everywhere, as we proceeded, it became clearer that we were advancing into the enemy's country, and grave fears were entertained by the captain of our launch, one of Dupuis' old employees, that our return to Haiduong or Hanoi would be cut off by the bands of guerrillas scattered all around. We determined, however, to force our way up to the advanced post of the Haiduong division, and as we had with us, on board, a French pilot who had a few days before taken up the gunboat *Leopard* to the position occupied by the troops, we were the better able to carry out our intention with safety.

After passing the mouth of the *Canal des Rapides* the river divides, for a short distance, into two branches, leaving an island of low elevation between the two arms, the deeper channel being the one to the east. This place is known by the name of *Les quatre bras*. The mountains, which extend in a long range in this direction, have a variety of contour and elevation, some clothed with timber and others in which the limestone rocks out at the summit in all kinds of fantastic forms. At some points the waters of the stream wash the base of the rocky mass, while a little further a small but verdant plain lies between the river banks and the hills, at the foot of which nestle some picturesque little hamlets. We were much tempted to stay and explore some of these charming spots, but could not spare the time. I hope, however, on some future occasion, to give you some further particulars of this interesting part of the country.

The immense advantage gained by being possessed of means of locomotion independent of the Government launches, &c., has been amply demonstrated in our recent trip to the Seven Pagodas. Not only was the fact of the French forces being in possession of so advanced a position unknown to any correspondents of the press, but the French officers themselves both at Hanoi and Haiphong appear to be quite uninformed of the movement, and even had we been aware of it, it was quite impossible to have obtained any passage, beyond Haiduong, from the administration, and even the latter journey would then have been attended with most vexatious difficulties and delays.

As I believe I mentioned in a former letter, the actual attack on Banchinh will probably be made between the 8th and 11th inst., though it is likely that an advance of a portion, if not the whole of General Ngrier's brigade, will occur before then. As far as I have been able to discover the severest fighting will fall to the lot of the Haiduong column, to which has been given the difficult task of cutting off the way of retreat for the Chinese forces by the northern road leading to Langson, which is the chief highway to the frontier. With this object in view the troops at Haiduong will probably be transported by the g. boats and launches to a point up the river Song-cau as near as can be got to Banchinh, where they will disembark and march on along the course of the river, taking as they proceed the various fortified villages and posts on the way. There are at least ten of these positions occupied by the Chinese between the *Canal des Rapides* and the point at which the Langson road crosses the Song-cau, and as the road by the river course is merely a narrow embankment, slightly raised above the surrounding paddy fields and swamps, progress must of necessity be both dangerous and slow. After reaching the Langson road, General Ngrier will probably close in on Banchinh with his division, and then, if the garrison has not already evacuated the town, the real tug-of-war will commence, as if their retreat be once cut off the Chinese troops will probably fight to the death.

The second brigade, commanded by General Ngrier, comprises the 1st and 2nd battalions of the Foreign Legion, the 2nd battalion of the Algerian tirailleurs, three battalions of the Line, formed by volunteers

uniform. A night attack had been made on the post a short time before our visit, when one man was found dead the next day, while several more were believed to have been killed or wounded, but were carried off by their comrades. We were informed by one of the French officers, that there was no doubt that these men were regular Chinese troops. They are armed with Remington, Manger and Martini-Henry rifles. As usual with Chinese soldiers they carry a large number of flags in proportion to the men. All these flags appeared to be square in form, while the real Black Flag banners are of a triangular shape.

A short distance above the Seven Pagodas, the channel of the Song-cau has been barricaded with stones by the Chinese, and any progress further up the stream is at present impracticable. Divers, however, are being obtained in Haiphong for the purpose of removing the obstructions, if possible, and if these fail, it is probable that an attempt will be made to clear the passage by means of torpedoes.

We left the post at Seven Pagodas shortly after noon on the 29th, intending to return to Haiphong by the northern branch of the river called the Song King Thai, which runs through the mountains of the province of Quang-yun. Our captain was not at all enthusiastic in the enterprise, prophesying all sorts of horrible dangers, and some Annamites who came alongside our launch told us that intelligence of our passage up had been spread around, and that we should assuredly be fired upon by the bands of guerrillas, who were scouring the country between the advanced post and the French lines. We were, however, well armed, with Winchester and other weapons, which we got ready for action, and proceeded on our way. We saw more burning villages and groups of badly armed banditti, but passed unscathed through the disturbed part of the country. The fords at the junction of the Song King Thai and Thai-binh, which had been the best point of our launch, were dismantled and deserted, as were also some other fortifications on the banks of the former stream below the town of Phu-nam-sach. After entering upon the waters of this northern river, the whole aspect of the country changes and presents for many miles of its course a perfect panorama of the most varied and picturesque scenery it is possible to imagine. Mountain, river, wood and plain combine in producing one of the loveliest scenes probably to be met with in the Far East. The endless plains of rice, interspersed with the palm, surround villages, have vanished entirely. The river winds between hills of every variety of contour and elevation, some clothed with timber and others in which the limestone rocks out at the summit in all kinds of fantastic forms. At some points the waters of the stream wash the base of the rocky mass, while a little further a small but verdant plain lies between the river banks and the hills, at the foot of which nestle some picturesque little hamlets. We were much tempted to stay and explore some of these charming spots, but could not spare the time. I hope, however, on some future occasion, to give you some further particulars of this interesting part of the country.

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from the 23rd, 111th and 143rd regiments, one battalion of marine fusiliers and one of Annamite tirailleurs, with six batteries of artillery. This gives a total of about 6000 men for this brigade.

The 1st brigade, under the immediate command of General Briere de Lalle, consists of three battalions of Turcos, six of *Infanterie de Marine* and one of Tonquinese auxiliaries with a proportion of artillery, engineers, field train, &c., making up a total strength about equal to General Ngrier's force. The troops of *Chasseurs d'Afrique* are also attached to this brigade. It was believed that this division would march along the main road from Hanoi to Banchinh, which is defended by at least four fortified positions between the two places, but on my last visit to Hanoi I was told that the brigade would be divided into two columns, one of which would advance from Biatong, about seven miles above Hanoi, on the northern bank of the Red River, and one from a point higher up, a little above the embouchure of the *Canal des Rapides*, and that the two columns would form a junction somewhere on the Banchinh-Hanoi road. The object of this division of the 1st brigade I have not heard explained, and can only conclude that it is planned with the intention to get between Banchinh and the Chinese troops occupying the forts on the main road, and so cut off their retreat to the citadel.

No column of men are to start from Haiduong, as at first believed. Haiduong has the advantage, as a base, of being situated nearer the field of operations, with easy navigation up the Thai-binh and Song-cau as far as the junction of the *Canal des Rapides*. This stream has been barricaded at both ends.

The citadel of Banchinh, is of hexagonal form, with bastion front, each a thousand feet in length. It is surrounded with a moat, which is crossed by four permanent bridges. The town lies close to the citadel on the line of the road to Hanoi. The surrounding country is a swampy plain, dotted about with a few detached hills, the nearest of which, from the side of the Canal, are situated about two miles from the citadel, which lies about three miles from the river and four to five from the *Canal des Rapides*.

## Police Intelligence.

(Before H. E. Wodehouse, Esq.)

Saturday, March 15.

Sau An, servant, who was remanded on a charge of stealing eight tins of milk, the property of the Government, was again before the court this morning and was convicted and sentenced to one month's imprisonment with hard labour.

Fun Apai, shopkeeper, Lung Ache, shopkeeper, Wang Ache, cook, were charged with being in possession of 24 muskets, they not being holders of a night pass, and disorderly conduct on the 14th inst.

Inspector Quinoy, sworn, stated on the 14th March at 5 p.m. he met first and 2nd defendants carrying three packages containing rifles near the Harbour Master's Office; they said they were going to a wharf on the Praya to ship them. He then made the arrest as they were not holders of a night pass; the third defendant shouted out three times and some coolies collected with bamboo, but a Sikh constable came up and the coolies dispersed. The rifles were not loaded but were packed for exportation. 1st and 2nd defendants stated they were carrying the arms for the master of the Wing Shih ship.

1st and 2nd defendants were discharged, the rifles to be forfeited; 3rd defendant fined five dollars,



